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March 2, 2017

Mr. Jeremy Ginsberg
Planning and Zoning Director
Darien Town Hall
2 Renshaw Road
Darien, Connecticut 06820

Subject: **Final Traffic Impact and Parking Study Review, Noroton Heights Shopping Center Redevelopment, Darien, Connecticut (Third Letter)**

Dear Mr. Ginsberg:

As requested, we have conducted a review of the Applicant's Traffic Consultant's response letter (dated February 28, 2017) to the Town's and Planning and Zoning Commissions' comments articulated at the public hearing held February 21, 2017 for the proposed Noroton Heights Shopping Center (NHSC) Redevelopment. The letter prepared Tighe & Bond also includes a response to traffic review comments from our "second review letter," dated February 21, 2017, and comments made at the most recent public hearing.

The Applicant's Response to Peer Review Comments

Based on Tighe & Bond's response to our peer review comments, we draw the following conclusions.

1. Revised Traffic Analysis –The Applicant's Traffic Consultant has proposed roadway improvements and revised traffic signal coordination/timing as discussed at the most recent public hearing which results in overall improved operations from existing and background within the Study Area and will also accommodate additional traffic generated by the proposed redevelopment. Clark Associates finds that the proposed improvements will improve traffic operations within the Hollow Tree Ridge Road corridor and along Heights Road.
2. Proposed Roadway Improvements – Through collaboration with Clark Associates, the Applicant's Traffic Consultant has proposed acceptable revisions to the traffic signal coordination settings and/or recall mode, along with optimization of the traffic signal cycle length and/or phase splits for the Hollow Tree Ridge Road

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intersections with West Avenue, Heights Road and the Avalon/Metro-North Railroad driveways. The Applicant's Traffic Consultant has also provided an acceptable Roadway Restriping Plan (provided on the Revised Site Plan C3.0) for Heights Road along the Site frontage, which provides adequate space for vehicles to by-pass future site traffic waiting to turn left into the proposed redevelopment. The proposed roadway improvements are anticipated to significantly improve traffic operations within the Study Area.

Also through collaboration with Clark Associates, the Applicant's Traffic Consultant has provided preliminary Traffic Signal Timing revisions to traffic control signals along Noroton Avenue. The preliminary revisions will be shared with the Federal Development Traffic Consultants as they are currently in the process of recommending additional physical improvements to the Noroton Avenue corridor to accommodate their forthcoming project.

Revised Site Plan Review (C3.0)

1. Heights Road - As noted above, the Site Plan has been modified to incorporate an offset centerline on Heights Road along the site frontage, as recommended, to accommodate an eastbound bypass lane. This offset centerline will permit motorists traveling through on Heights Road from Hollow Tree Ridge Road to Noroton Road to have an opportunity to pass a waiting vehicle turning into any one of the site access drives.
2. Bus Turning Movements – Heights Road at Hollow Tree Ridge Road - The Applicant has also addressed and indicated the need to shift the existing southbound STOP bar on Hollow Tree Ridge Road at Heights Road to accommodate a turning truck/bus. Based on our review of the turning templates provided by the Applicant's Traffic Consultant, we agree with this modification.
3. On-Site Loading Areas - In reference to loading areas for the site the Applicant continues to show the loading space along the north side of Heights Road between the Hollow Tree Ridge Road intersection and the most westerly site access drive. The Commission indicated concern with this location due to the change in grade and access to the rear of Building 1A. Although the Commission is concerned with this location, we are of the opinion that placement of this loading area at this location is a reasonable choice to serve Building 1A and 1B. However, we are concerned that Building 2E will not be directly served by this loading space. Further, internally there is a loading area for Building 2E, which we assume will also service Building 2C.

The Applicant indicated in discussions after the most recent Public Hearing that they would consider adding a loading space on the most westerly internal site access drive in the vicinity of either Building 1B or Building 2C. However, the most recent plans submitted for review does not

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include this. Therefore, the Applicant should be prepared to discuss this at the March 7th continuation of the Public Hearing.

It is our opinion that the Applicant should still consider an internal loading space in the vicinity of Building 1B and Building 2C and possibly eliminate the loading space located on Heights Road, as noted above.

4. Building 1A Garage Access - In reference to the ramp serving the parking garage to be located under Building 1A, this circular ramp will provide two, 12-foot lanes, plus an 18" shelf (shoulder) based on discussions with the Applicant's Traffic Consultant and Site Designers. Comparing this layout to the Maplewood ramp serving the parking garage at the Assisted Living Development located on Boston Post Road, the difference is the Maplewood Development has retaining walls located at the edge of the travel lane. In discussions with the Applicant's Traffic Consultant and Site Engineer, it was suggested that at the March 7th continuation of the Public Hearing that a cross section be provided for discussion with the Commission to clarify the exact dimensions of this ramp and indicate the operational characteristics of this, as compared to the Maplewood ramp.
5. On-Site Pavement Markings/Traffic Control Signing - The most recent Site Plan incorporates all pavement markings and traffic control signing, as well as placement of crosswalks throughout the overall Site Development Plan. We are in agreement with the placement of crosswalks, double yellow centerlines and STOP bars. The placement of traffic control signing is appropriate and we are in complete agreement.

Findings

Based on the review of the revised Traffic Study analyses and proposed roadway improvements, we believe that the Applicant has addressed all outstanding issues related to traffic operations within the Study Area that were presented at the second public hearing. Clark Associates is in agreement that the additional site traffic generated by the proposed NHSC Redevelopment will not adversely impact traffic operations with the implementation of the proposed improvements.

Sincerely,



Michael A. Galante
Executive Vice President

Mohamed El Saadani
Principal Engineer/Transportation

Attachment

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